

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ROCHESTER AIRPORT TRAFFIC CONTROL TOWER
1375 SCOTTSVILLE ROAD
ROCHESTER, NEW YORK

ISSUED: March 14, 2011

EFFECTIVE: April 1, 2011

ROCHESTER AIRPORT TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 11-1

SUBJECT: PRACTICE INSTRUMENT APPROACHES

CANCELLATION: March 31, 2013

The Rochester Airport Traffic Control Tower provides radar services to aircraft executing practice instrument approaches to the Greater Rochester International Airport (ROC) and other satellite airports within its delegated airspace. Separation services are provided to all aircraft (IFR & VFR) executing practice instrument approaches to ROC, and IFR aircraft executing practice instrument approaches to satellite airports within Rochester ATCT's delegated airspace (listed below). Separation services will be provided to VFR aircraft executing practice instrument approaches to satellite airports within Rochester ATCT's delegated airspace when workload permits. When separation services are not provided ATC will advise *"no separation services provided"*.

The following is a list of the satellite airports where these services are provided and the corresponding Rochester Approach Control frequency:

<u>119.55</u>	<u>123.7</u>
D38	GVQ
SDC	DSV
	7G0
	5G0

Note: Frequency assignment (119.55 or 123.7) for approaches at ROC Airport will vary depending runway configuration, amount of traffic in area, and other conditions.

IFR separation, when available, will commence at the point where the approach clearance is issued. Pilots should note that 500' vertical separation may be applied to separate a VFR aircraft from all other aircraft.

Pilots of VFR aircraft should be aware that approach clearance/approval to make a practice instrument approach does not authorize a pilot to enter conditions less than VMC, nor does it relieve the pilot of responsibility to see and avoid other traffic while making the approach. Included in the approach clearance/approval will be instructions to "maintain VFR". Pilots should be particularly alert for other VFR traffic, which may be unknown to the controller.

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Practice Instrument Approaches
April 1, 2011

Controllers must ensure that practice approaches do not disrupt the flow of other arriving or departing traffic; therefore, it may be necessary at times to refuse, delay, or withdraw authorization for the practice approach.

A handwritten signature in dark ink, appearing to read "B. Reilly", with a stylized flourish at the end.

Brian C. Reilly
Air Traffic Manager: Rochester Airport Traffic Control Tower
Attachment

Not For Navigation